a. K. dambert

CONVALR

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GONVAN REPORT NO. ZM-22-005

MODEL 22 MERPLANE

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ENG'R. PRE-DESIGN

PAGE:

EMERGENCY ESCAPE PROVISIONS - MODEL 22 FLIGHT TEST AIRPLANES

On this data, a meeting was held for the purpose of establishing emergency escape provisions to be incorporated in the two flight test airplanes. The following people were present:

R. L. Bayless
A. R. Lambert
R. L. Runnalls
J. L. Hoover

J. H. Famme D. P. Germeraad R. C. Modeary B. J. Simons

The following conclusions were reached and Design Froups are to proceed accordingly:

- No. I flight test airplane is to incorporate ejection seats for the pilot and compilot as well as a reverse powered scoop exit incorporated in the rear L.H. door (similar to R3Y flight test arbicle). An attempt is being made (memo to L.L. Vecl.Purch. Dept. from B. J. Simons dated 20 November) to obtain one airplane set of R866 seats and tracks. As a matter of general interest, these seats must be foreibly moved aft before ejected upward through suitable holes provided in the canopy.
- 2. No. 2 flight test airpline will incorporate only the above-mentioned scoop exit in the left rear door.

The Lesign Groups should keep in mind that these test airplanes must be modified into production airplanes before delivery to the customer. Therefore, the design should be such as to facilitate this operation. The aft side exits shall be designed entirely in thin the door so that it is possible to replace the test door with a production article before delivery.

It should be kept in mind that the abovepprovisions are not intended to modify the production esign. These escape provisions are to be only modifications of the production design.

Please note that the above-mentioned escape provisions are an added task not provided for in the original estimates. Therefore, every effort should be made to hold the cost to a minimum consistant with obtaining the desired flight test crew safety.

R. R. Hoover Chief Design Engineer

B. J. Simons

Senior Project Engineer